May 1968

M&T NEWS

ROTHERHAM TROLLEYBUS 37, preserved by the S. O. E. S.

The Monthly Magazine of . . .

SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY

M. & T. NEWS

The monthly magazine of the
Sheffield Omnibus Enthusiasts Society
including N-o r t h e r-N
Trolleybuses

May 1968 No.42

Secretary : D.E.Vickers,144,Steade Road,Sheffield, S7 1DU.
Treasurer : M.Q.Craig,35,Norton Park View,Norton Sheffield S8 8GS
Editor : R.Banks,17,Ulley Crescent,Sheffield, S13 8BA
Sales Enquiries : E.Wilson,66,Fraser Crescent, Sheffield S8 0JD

SOCIETY NEWS.

37 REPAINT RAFFLE. The winner of the raffle is Mrs.Wragg,124,Fraser Cres.Sheffield,8.,and £5 has been posted to her.The draw was made on our Nottingham tour by Mr.D.Allison,Head Shop Steward of Sheffield Transport,and the Sheffield representative on the national counsel of the Transport & General Workers Union.

LAST HUDDERSFIELD TROLLEYBUS.Full de tails of the final closure appear in 'Fleet News'.Unfortunately only the National Trolleybus Association have been allowed to run tours on the last day(as Mr.Dyson is their vice-president?) and tours are already being held on the previous Sunday, 7th.July by the B.U.T. Preservation Fund and Huddersfield Trolleybus Preservation Society.As we have already held two tours of the system,few would attend if we were to hold another tour,and thus we cannot commemorate this closure ourselves.

NEW SALES ITEMS. This month we are launching something completely new in the sales field - our range of inexpensive,effective model trolleybuses and wiring.A fully illustrated leaflet should be enclosed with this newssheet,if not please contact Eric Wilson for your copy.

NEWS FOR NEXT MONTH'S ISSUE. As Robert Banks will be on holiday next month,please will you send all news and articles to Eric Wilson(address above) who will be

standing in for Robert.

During April a last-minute tour was arranged by the Sales Department to Crich tramway museum from Sheffield,and many of the local members came along.The bus used was 'our own' LRB 750 - Booth and Fisher's 1948 Barnaby-bodied OB,which had received a new engine since it touched 65 mph. on the motorway on our Doncaster tour.

THE 'NORTHERN TROLLEYBUSES' VOTE. Unfortunately only 16 votes were returned,a number of members informing me they were not bothered whether the 'N-T' title was retained or not.Of the 16,10 were for keeping the title, and 6 for abolishing it - thus,for the time being at least,we will be retaining the 'Northern Trolleybuses' subsiduary. A final word about the raffle(from overleaf),almost every member bought at least one ticket, ~~and just over £5 was made for Society funds -~~ ~~thankyou~~ /all

EDITOR'S NOTE

News has been received from only 4 members this month.One or two members have asked for a current fleet list of STD.This is being prepared with the STD fleet history which I am compiling.

Robert Banks.

FLEET NEWS

SHEFFIELD TRANSPORT DEPARTMENT

The main news this month is the appearance of the first of the 'B' fleet Swifts.These arrived on 7/5/68 and were inspected by the Trade Union on 9/5/68.On 10/5/68 they entered service,1020 on rte.21 and 1019 on rte.15.On 11/5/68 both were on rte.40.Full details of these are: 1019/20 TWE 119/20F AEC Swift MP2R MP2R162/3 Park Royal B53F.They have full length luggage racks on both sides and a continuous bell strip on the off-side.There is also a fleet number on the off-side and NO red stripe,with blue wheels.A rear destination number is also fitted.Two further Swifts were delivered to Queens Road on 10/5/68 (1021/2) and entered service the following week.The complete batch will be 1019-29 TWE 119-29F,and all will be garaged at EB.

The other main news is that 4 Alexander-bodied Leopards have been ordered.These were ordered in March for "immediate delivery",and will be "express

motorway" vehicles for the joint M1 services.

Also,thirty of the 33ft.Atlanteans are now due for delivery in July followed by a further 20 in December.

A list of buses on order,or in course of delivery is as follows:

"A" fleet:

22 Swifts - 15-36	TWE 15-36F	Park Royal	B49D	June 1968
30 33ft.Atlanteans - 192-221	"	"	H79D	July 1968
20 33ft.Atlanteans -	"	"	H79D	Dec. 1968

"B" & "C" Fleets:

11 Swifts - 1019-29	TWE 119-29F	Park Royal	B53F	May 1968
16 30ft.Atlanteans - 1101-16	TWE 101-16F	Park Royal	H77F	June 1968
18 33ft.Atlanteans - 1117-34		Park Royal	H79D	Mar.1969
4 Leopards - 3001-4		Alexander	-49-	Sep.1968

This does not include the 15 double-deck and 5 single-deck buses mentioned last month.

1357,the fire victim,is being rebodied by Park Royal and is due to re-enter service in the near future.

When 15-36 are delivered they are to be allocated to Greenland for use on rtes.23 and 32, replacing older PD2's.

1402/3 have possibly been transferred from EB to Ld as they have appeared on several Ld routes recently.

3081 was possibly converted by Marshalls to OMO following the closure of Neepsend.

REPAINTS: 103,358,1015,1365,3150/64. 1015 does not have the red stripe.

OBSERVATIONS:

1017 on 151,13/4/68,1402 on 12 16/4/68,163 on 512,165 on 12 both 22/4/68,1328 on 65 23/4/68,3152 on 32,3158 on 41,897 on 95,1399 on 506 all 24/4/68,3162 on 21 25/4/68,175 on 27 28/4/68,162 on 36,264 on 60 both 29/4/68,520 on 54 30/4/68,1329 on 65,1345 on 30 both 1/5/68,524 on 36,1286 on 24 both 2/5/68,270 on 52,886 on 151 both 6/5/68,346 on 73,1285 on 3 both 7/5/68, 3150/1 on 150/1 both 8/5/68,9 on 151 10/5/68,1361 on 3 11/5/68,468 on 71 12/5/68,1020 on 26,3164 on 41,484 on 71 all 14/5/68.

WITHDRAWLS: Corrected withdrawls of the PD2's are to

hand and are as follows:
1/68 : 697
2/68 : 669/78/9/81/6/8/9/96,702/3/5/6
3/68 : 693-5 also 2191

A few more PD2's have been withdrawn and are: 704/8-11.704/8 are at the rear of EB,709/11 and in Ld and 710 has 'disappeared'.1279 was in Central Works before being dumped at EB and all useful parts were removed.

ROUTE NOTES. Further to last month's remarks on rte. 29,journeys are operated by the following garages:-

PERIOD	TIME FROM CITY	GARAGE
Monday to Friday	0701	Herries
	0650) 0710) 0835)	Rotherham Corporation
	All others	East Bank

(There was a 16.07 journey run by Greenland,but this was cancelled on 29th.April 1968)

	1205 ex.Bk'bn 1635 ex.City	Greenland
Saturday	0535) 0700) 0835)	Rotherham Corporation
Sunday	0735 1705 ex.Bk'bn	East Bank

It is expected that the route changes on rtes. 17,59,61/63 will come in around 26th.July.The routes that are to be moved from Ld to Gl to compensate for the loss of rte.17 will be 13/4(Wisewood).In addition the Inner Circle 8/9 rte. will be operated by Ld on SATURDAYS only.

DISPOSAL: 1290 : Wilson,Airdrie 4/67

P.Ireland R.Banks E.Wilson P.Beardsley

SHEFFIELD UNITED TOURS:

Reliances 291-6 were sold to Greenslade,Exeter in January.All the recent additions have illuminated 'Sheffield United Tours' signs over the front wheel arches.

321,which is stationed in the Isle of Man

(being re-registered 69 FMN) is back in Sheffield. It suffered accident damage whilst in I.o.M. and was brought back for complete overhaul, repaint and repair. It will return back shortly.

389 was delivered on 23/4/68

R.Banks E.Wilson

EAST MIDLAND: New are:-

D190-5 PNN 190-5F Leyland PDR1/2 702830/3375/411/2/86/7 Alexander H74F (corr.to M&T 40)

0516-22 PNN 516-22F Bristol RELL6G 3/285-9/98/9 E.C.W. B49F

MEXBOROUGH & SWINTON: Recently acquired is:

115 539 OWT Bedford SB5 90542 Yeates B44F Ex.Reliance, Stainforth 4/68 (It was still in blue livery but with M.& S. transfers when last noted - Ed)

50 has been converted to OMO. It has received new side-lights etc. and was done by Marshalls.

R.Banks E.Wilson

LEEDS: More Swifts have arrived and are:

61-75 MNW 161-75F MP2R108-22 M.C.W. B48D

The chassis numbers of 76-85 are MP2R129-33/43/35-8

R.Banks P.Ireland

TEES-SIDE: This fleet has joined the rear-engine clan! These are:

44-9 MVN 44-9F Leyland PDR1/1R 800559/60/93/4/834/5 Roe H75F

These were painted in the new Tees-Side Transport livery by Roe.

SOUTHAMPTON: New Swifts are here also and are:-

3-6 MTR 421-4F MP2R159/60/?/? Strachan B47D + 19

3/4 were in service whilst 5/6 were in one of the depots unlicenced when the Editor saw them.

SOUTHDOWN : New are:-

206-9 KUF 206-9F Leyland PSU3/1RT 703574/762-4 Willowbrook B45F

210-5 KUF 210-5F Bristol RESL6G RESL1/178-83 Marshall B45F

1228-31 LCD 228-31F Leyland PSU3/3RT 703987-9,800040 Plaxton C49F

1233/4 LCD 233/4F Leyland PSU3/3RT 800258/409 Plaxton C49F

SCOTTISH COLUMN

A1 SERVICES, Ardrossan (J.C.Stewart)

Recently acquired is:

MLL 834 AEC Regent III 0916609 Weymann H56R
Ex.Ledgard, Leeds 3/68

GARELOCHHEAD COACH SERVICES

Two second-hand Reliances have been placed in service and are:-

65/6 MCB 548/9 AEC Reliance 2MU3RV2959/7 Plaxton C41F
Ex.Ribblesdale, Blackburn 3/68

HUTCHINSON, Overtown New are:-

NVD 310/1F AEC Swift MP2R213/4 Alexander B53F
NVD 312/3F AEC Reliance 6MU3R7077/8 Alexander B53F

INDEPENDENTS SECTION

BERRESFORD (Cheddleton)

have ex-Stockport Corporation crash-box PD2/1's DJA 174/5/6/8/82/9 in service (ex.Stockport 266/7/8/70/4/81). They are still in Stockport livery and retain the last two numbers of their Stockport fleet numbers.

P.J.Thompson

WEST RIDING New are:-

181-90	MHL 181-90F	Daimler CRG6	62509-18	Roe	H76F
191-9	MHL 291-9F	Daimler CRG6	62519-27	Roe	H76F
200	MHL 311F	Daimler CRG6	62528	Roe	H76F
201-10	MHL 301-10F	Daimler CRG6	62529-38	Roe	H76F
25-31	MHL 225-31F	Bedford VAM70		Plaxton	C45F

HANSON, Huddersfield New are:-

408-11 NVH 371-4F Ford R192 23437/646/8/9 Plaxton C45F

BINGLEY'S AEC Swift, SWT 704F, was issued with a PSV licence for the first time on 1/4/68. This bus has been in store since new.

ANDREW, Sheffield	UWE 588F	Bedford VAM70	
6866982	Duple	C45F	New 4/68
BILLIES, Mexborough	TRO 718E	Bedford VAL14	
6860456	Duple	C52F	Ex.Capital W.l. 3/68
	SHL 917	AEC Reliance	
2MU3RV3574	Plaxton	C41F	Sold 3/68
	SHL 918	AEC Reliance	
2MU3RV3575	Plaxton	C41F	Sold 3/68

BRADWAY,Sheffield	UWA 636F	Bedford VAM70	
6850580	Duple	C45F	New 3/68
CARNALL,Sheffield	279 HLC	AEC Reliance	
2U3RA5316	Duple	C44F	Ex.Global,W.l. 3/68
CHUMBLEY,Brimington	41 SAU	Bedford VAL14	
1004	Duple	C52F	Ex.Foley,Cran Pord 3/68
EXCELSIOR,Dinnington	941 BWE	Bedford SB5	@
89460	Plaxton	C41F	Ex.Gill,Sheffield 3/68
FRETWELL,Bentley	UWW 981F	Bedford VAM70	
7854556	Duple	C45F	New 4/68
GILL HIRE CARS,Sheffield	ANA 330B	Morris J2M16	
116491	Deansgate -12-		Ex.Hobson,Sheff. 3/68
GILL,Sheffield	FWU 243C	Bedford VAL14	
1532	Plaxton	C52F	Sold 3/68
HAGUE,Sheffield	UWA 886F	Bedford VAM70	
451833	Duple	C45F	New 3/68
HEAPS,Leeds	MUB 492F	AEC Reliance	
6MU3R6679	Plaxton	C49F	New 4/68
	MUB 493F	AEC Reliance	
6MU3R6682	Plaxton	C49F	New 4/68
	DTE 722B	AEC Relaince	
4MU3RA5382	Plaxton	C45F	To Rogers,Leeds 3/68
LAW,Sheffield	UWE 2F	Bedford VAM70	
450834	Plaxton	C45F	New 3/68
LONGSTAFF,Mirfield	541 GWX	Bedford SB3	
93986	Plaxton	C41F	Sold 3/68
MOSLEY,Barugh Green	772 DWW	Bedford VAL14	
1087	Plaxton	C50F	Sold 3/68
	KWX 276D	Bedford VAM5	
6841716	Plaxton	C45F	Sold 3/68
N. & R. Elsecar	FXG 82E	Bedford VAM5	
6872322	Duple	C45F	Ex.Begg,Thornaby 3/68
	FXG 85E	Bedford VAL14	
7816430	Duple	C52F	Ex.Begg Thornaby 3/68
	CDC 491C	Bedford SB5	
96847	Duple	C41F	Withdrawn 3/68
PHILLIPSON,Goldthorpe	SBD 999	Leyland PSUC1/2	/3/68
578381	Plaxton	C41F	Ex.Coales,Wollaston
QUEEN,Sheffield	UWE 724F	Bedford VAM70	
454363	Duple	C45F	New 3/68
RILEY,Rotherham	7350 ET	Bedford SB5	
95282	Plaxton	C41F	Sold 3/68
ROSSIE,Rossington	TYG 78F	Bedford VAM70	
452648	Duple	C45F	New 3/68

ROWE, Cudworth	BUJ 909B	Bedford VAL14		/3/68
1534	Plaxton C52F Ex.Jones, Mkt.Drayton			
WHITELEY, Maltby	TYG 863F	Bedford VAL70		
7855659	Duple	C52F	New 3/68	
	AYG 497B	Bedford SB5		
94668	Plaxton C41F To Royal, Mexbro' 3/68			
WILSON, Stainforth	UWU 370F	Bedford VAS5		
451798	Duple	C29F New 3/68		
	UWX 217F	Bedford VAM70		
451287	Duple	C45F	New 3/68	
	MWT 557D	Bedford VAS1		
6822578	Duple	C29F	Sold 3/68	

@ - This confirms Gill's take-over of Sansam Bros.

FOREIGN NEWS

PARIS

The R.A.T.P.(Regie Autonome des Transports Parisiens - the equivalent of our L.T.B.) still operates many mid-1930's Renault TN6's (33 seats with open rear platform) on the 30xx,31xx and 32xx batches. Many are in quite decrepit condition. The numerous "newer" prewar vehicles, mostly with open-platforms (but many with covered-in rear ends) are still running on all-day service.

The trolleybuses of the southern suburbs(on rtes. 183 & 185) which were built about 1950 were taken off in December 1965/January 1966, and replaced by 1945-7 Somua buses of the 16xx and 17xx classes.

P.J.Thompson.

LATE NEWS S.T.D. AEC swifts up to 1026 at least have arrived, and during week-ending 25th.May were used on Inner Circle, as well as out-of-town routes.

A 1935/7 Bedford WTB has appeared behind East Bank Garage - probably stored there temporarily for preservation.

ADDITIONS TO LAST MONTH'S BLACKPOOL ARTICLE - David Tummon

It is rumoured that P.W. car no.5 is to be rebuilt or rebodied. No.313, the permanent lift car has been cannibalised.

Nos. 272-81, T1-10 series permanently coupled should read 'semi-permanently' coupled. The 'square-ends' on 264 are actually new fibre-glass assemblies, obtained with those on the towing cars and another pair to provide 12 towing cars. In the event only 10 were converted, and one pair of end assemblies is still in stock.

PRESERVED TRAMS

1 (really no.3) open-top	Clapham (owned by TMS)
2 (Blackpool and Fleetwood number) cross-bench	Crich
40(Blackpool and Fleetwood number) 'box-car'	Crich
40 (open balcony) Standard	Crich
59 Dreadnought open-top	Crich
49 Standard	Crich
48 Standard	Oregon Electric Railway USA
144 Standard (open-balcony)	Seashore Trolley Museum USA
147 Standard	Cleveland, Ohio
159 Standard Lowestoft,	East Anglia Transport Museum
167 Pantograph	Crich
220 Railcoach Mk.1	eventually at Crich
Electric steeple-cap loco	Crich
2 Railgrinder	Crich
11 Marton Vambac	Hayling Island

Also various parts are in use as spares at Crich, and the remains of Standard 158 can still be seen there

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SHEFFIELD FARES.

The following extracts are taken from the instructions to conductors on Sheffield buses:-

T.I.M. MACHINES

(i) All tickets are to be issued printed with the stage number at which the passenger boards. Note that "exchange" tickets must never be issued from the machine.

(ii) When any type of return ticket is presented, collect and cancel it with the clippers. Issue the passenger with a "value" exchange ticket of the Bell-Punch type, clipped in the value of the return ticket presented.

If the ticket is a workman's return, clip the exchange ticket additionally in the space marked "workmen"

(iii) When two or more tickets are issued to passengers travelling together, the tickets must be torn off separately, and not issued together in a long roll.

(iv) "Married" tickets must, however, be issued in one piece.

(v) When an Elderly person presents a valid Travel Permit on routes where travel is allowed without payment of fare, issued a "No Value" ticket by hand from the roll provided in the ticket box. These tickets must be booked up on the waybill on every trip in the same manner as tickets for fares received.

2. SETRIGHT MACHINE

(i) All tickets are to be issued printed with stage number at which the passenger boards.

Elderly persons who are entitled to travel without payment of fare must be issued with a "No Value" ticket by setting the shilling and pence dials at zero. Tickets issued in this manner will be recorded on the "Exchange Ticket" register on the machine.

(ii) When a Retrun Ticket is presented which has been issued from a Setright machine, it must be cancelled in the following manner:-

(1) Punch a hole in the return ticket by means of the punch on the top right hand side of the machine.

(2) Issue the passenger with a "value" exchange ticket of the Bell Punch type punched in the value of the return ticket presented. Any other type of return ticket must be dealt with in the same manner.**

** - This is a new instruction as from the introduction of free travel for OAP's - prior to this exchange ticket had to be issued from the machine for return tickets presented.

3. ULTIMATE MACHINE

(i) All tickets to be printed with boarding stage number.

(ii) Tickets to be "married" strictly as follows:-

5-unit	6d	1d	3d	4d	5d	No Value-1 roll in box,
Double	--	2d	6d	8d	10d	issue by hand

6-unit	6d	1d	3d	4d	5d	No Value
Double	--	2d	6d	8d	10d	--

(iii) A "No Value" ticket must be issued to every Elderly Person who presents a valid Travel permit - by hand with 5-unit machines, through the machine with 6-unit machines.

Doubling is the same for both 5 and 6 unit machines and the tickets received for each fare must be strictly in accordance with the following list:-

Fare	Tickets
1½d	* See note below
2d	D1d
3d	3d
4d	4d
5d	5d
6d	D3d
7d	6d + 1d
8d	D4d
9d	6d + 3d
10d	D5d
11d	6d + 5d
1/=	6d + D3d
1/1d	6d + 6d + 1d
1/6d	6d + 6d + D3d
1/11d	6d + 6d + 6d + 5d
2/=	6d + 6d + 6d + D3d
etc.etc. 2/9d	6d + 6d + 6d + 6d + 6d + 3d

A 6d ticket must NEVER be issued on its own but always with another ticket to make up a fare value. In this way the number of passengers on each bus can be calculated if 6d tickets are ignored, so that each single or double ticket of other fare value counts as one passenger.

* - 1½d tickets are required on Services 69,40,84 for 'marrying' adult fares. A roll of 1½d tickets will be put in boxes of duties which work on these routes, and when required the tickets must be issued from the roll in numerical sequence, clipped with the hand clippers.

4. EMERGENCY TICKETS

In the case of a failure to an ultimate machine, tickets must be torn off the separate rolls in numerical sequence and given to the passenger.

Emergency tickets are included in all [illegible] and

Setright boxes,and must be issued in accordance with the following instructions when a machine breaks down.

The tickets are supplied in packs of 100,in duplicate,and should not be taken out of the plastic cover until it is necessary to use them.

To issue Emergency tickets fold the double ticket along the perforation which will reduce it to the size of a single ticket,and punch the appropriate fare value printed on the side of the ticket.One operation will punch both tickets.Conductors with Setright machine will use the small punch on the top of the machine,whilst conductors with the T.I.M. machine will use hand clippers.If the fare value is more than 1/= it will be necessary to punch the shilling and pence values.To issue a Return ticket punch an additional hole in the space marked "Return" on the ticket.

Separate the tickets after punching,not before, and give the portion marked "Passenger" to the passenger.Keep the duplicate portion marked "Conductor" (it has a vertical red stripe for easier identification)

BOOK REVIEWS by 'Monocoach'

TRAMWAY TOPICS 8" x 10" T.M.S.

This is a new TMS publication issued as a replacement for the old TMS Journal and issued 3 times a year instead of 6.It is designed to be of interest to TMS members,general public and enthusiasts alike,and the first issue seems to fulfil this admireably.The front cover is distinctive with a blue-shaded photograph of a Bristol tram,offset by white printing - unfortunately without capital letters.The first half-dozen or so pages are taken up with Crich news,whilst the remaining 14 pages are connected with Liverpool 869,a new TMS acquisition,and Bristol trams.The latter article is of particular interest and well written.The photographs throughout are excellent,especially that of Bristol tram no.11 on page 11.At first I thought the size rather large,but on reflection it does make possible large photographs,and this seems to have been taken advantage of.

NORTHERN TROLLEYBUSES

NEWS

HUDDERSFIELD . The final day of operation here is to be Saturday 13th.July 1968.On the final day the NTA are to operate one of their preserved vehicles on the system in the morning.The last service trolleybus will leave town at 2.31 p.m. and will be followed by a special trolleybus for the General Manager,Transport Committee,Town Councillors etc.This will be the very last Huddersfield trolleybus to run.On the previous Sunday (7th.July 1968) special tours are to be run jointly by the B.U.T.Preservation Fund and Huddersfield Trolleybus Preservation Society,and anyone interested in joining these should contact Mr.W.J.Roberts,22, Slaithwaite Road,Meltham,Huddersfield,Yorks.Although the SOES cannot run a tour of the system we may hire a small bus on the last day in order to visit the system and follow the last civic bus for photographs etc. - if anyone would be interested in this please will they let me (Dennis E.Vickers) know.

READING . Service 18(Armour Hill - Liverpool Road) was due to be converted on 16/3/68,but this took place on 2/3/68.The final abandonment will be on a Saturday in September,so as not to coincide with Bournemouth's funeral.Preserved Reading trolleybus 113(owned by the Reading Transport Society) will tour the system on the last day.Trolleys sold are:-
138-40/6/56/71 in 1/68 175/80 in 2/68
Bus no 144 has passed to the Reading Transport Society for preservation.

CARDIFF . 271 is now on permanent driver training duties -the body is considered unfit for passenger service.
After the conversion of routes 1 and 3,planned for mid-April,it is anticipated that the following 21 vehicles will be retained to operate routes 10A/10B : 215/8/20/7/8/55/69/74-87.Fourteen will be needed for service.

WALSALL . The last day of Sunday trolleybus operation was Sun 10/4/68.Official reasons say that to achieve economies it was necessary to end employment of overhaul linesmen,and that the operating costs are now higher

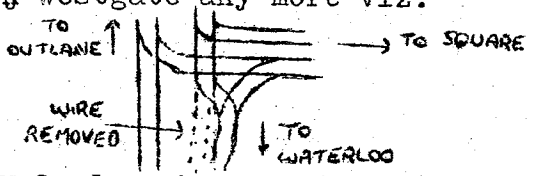
than those of motorbuses.

Despite this elderly trolleybuses of the NDH series and ex-Ipswich vehicles have been given complete repaints.

TEES-SIDE . Despite the opening of the Eston circular trolleybus extension, the trolleybus system will be a fairly early victim of the formation of the County Borough of Tees-Side Transport formed on 1/4/68.

HUDDERSFIELD(cont'd). The down through straight running wire in Westgate has been removed, thus trolleys cannot pass in Westgate any more viz:

REVISED LAYOUT
CHERRYBEE CORNER



All the West Vale loop hangars have been removed, and the wiring is now very slack and has one woodden spacer where the loop used to be.

Due to late running 632 had a trip round Moldgreen loop on 8/4/68 approx. 3.50 p.m. from town.

D.Haigh

"S.L.T. Memories"
(P.J.Thompson)

It is now nearly ten years since the South Lancs.Trolleybus Company's ramshackle trolleybus system disappeared, and with the system went the name, the name which was first carried by the trams along the roads of this coalfield area in 1902.

I used to visit the system many times from late in 1957 until the closure the following August, and this often involved wild runs on MCTD Crossleys from Piccadilly to Swinton on services 57/77. Upon alighting your attention would be caught by the overhead wires - the great variety of hangars (just about everything except "Wisemans Wood") on the 90 degree bend here. And how it all sagged, making you think it had not been rehung since it was first put up in 1931!

Then would come the expectant wait in the rusty corrugated iron shelter at Swinton Church...the

heaving and shaking of the wiring,and around the corner would appear one of the battered Guy lowbridges (dating from 1930-33) on its way from Farnworth to Atherton,a 14-mile journey in all.If you were lucky it might have been no.4,a 1930 BTX with largely unrebuilt Roe L25/31R body.Then occasionally 37 or 45 would turn up,4-wheelers of 1933 with equally antique Roe L22/26R craftsmanship,two of the few still in the faded and shabby first post-war livery;silver roof,two white bands and ornate fleet numbers - an odd contrast to the rest of the trolleys which carried normal Lancashire United bus livery.But all the trolleys bore the magic letters "S L T Co" woven into a monogram and set within an oval.

The SLT fleet had been lowbridges 1-10/11-30 (Guy BTX,3-axle,1930/1);31-46(Guy BT,2-axle,1933).The rest were highbridge;47(the Guy BTX demonstrator, withdrawn in 1951);48-51(Leyland TTB3,1936,officially owned by Bolton Corporation);52-3/54-9(Leyland TTB3, 1937/8);60-3/64-5(Karrier W,1943/44);66-71(Karrier MS2, 1947).For four years the fleet stood at its maximum of 71 vehicles,and indeed began to drop only In 1956.

From 1933-56 a total route mileage of 31·51 was operated as follows.Atherton-Hindley-Haydock-Ashton-St.Helens:a marathon,joint with St.Helens Corporation,who numbered it 1.SLT did not use route numbers.Running time was 68 minutes over almost 14 miles.The Atherton-Ashton section was SLT's first trolleybus route(29th.July 1930),and the rest of the route opened a year later.A 14'9" bridge at Dangerous Corner near Hindley Green(known to SLT indicators as "Leigh Road") made the route a Guy preserve,and so Atherton also regulrly saw St.Helen's lowbridge trolleys. The bridge was removed in 1953 and St.Helens thenceforth sent occassional highbridge right through,but SLT never allocated any highbridge buses to their Hindley(Platt Bridge) depot,which provided all the Guys for this service.There were also some intricate "shorts" from the triangle-reversers dotted along the straggling length of this route,which also provided the unique example of a "private trolleybus road",just south of Platt Bridge depot.

Atherton-Mosley Common-Worsley-Swinton-Walkden-Little Hulton-Farnworth : geographically,this

was the oddest of the lot, because, it was, to say the least, circuitous, and resembled two separate services meeting at Swinton. Buses bound for Farnworth showed "Swinton" until Worsley when "Farnworth" was put up, yet from Farnworth they showed "Atherton" all the way. Journeys across Swinton had to be re-booked there, and total running thime over the 14 miles was 72 minutes. This route, opened in 1931, was the other Guy stronghold, and the vehicles from the Atherton and Swinton depots operated numerous "shorts" from the various reversers on the route, the most common being Swinton-Farnworth. The Boothstown triangle was more conveniently used by gravity, because no connecting frogs were provided.

Leigh-Atherton-Bolton : (with regular shorts, Bolton-Hulton Lane & Four Lane Ends). Atherton depot supplied the highbridge buses for this route, and Bolton owned the 3.11 miles of wire within their boundary from Four Lane Ends. 48-51 were externally SLT trolleys like the rest, and they originally worked the shorts, but later ended up on an SLT local. The busy Bolton-Leigh running time was 40 minutes, and trolleys operated from 1933 to 1958.

Leigh-Atherton-Mosley Common : was the local service, operated over existing wires by both low and highbridge trolleys, although 66-71 were seldom(if ever?) used on here.

CONTINUED NEXT MONTH

PRESERVED BRITISH TROLLEYBUSES

MANCHESTER 1344 - Part 2

Work now progressed steadily on repainting the interior of 1344, but from her arrival her new home did not appear very safe as the surrounding fence was very flimsy and broken in places, and the site was not in a very good housing area. In fact, only one week after her arrival all the interior light bulbs were stolen. Consequently the following weekend two house doors from a nearby demolition site were fitted as platform doors for the bus, and these proved very effective so that, for the next few months no damage occurred at all to 1344.

Then,just before Easter 1966,1344 was found to have a broken nearside,upper deck window,caused by a brick thrown at the bus.The following day a strong gale, blowing through the broken window forced open the rear emergency door,which had not been properly fastened, spraining the frame.Thus the MTPS decided an alternative site had to be found urgently,before any further damage occurred.After some searching a dairy at Hazel Grove,near Stockport,offered to take her,and towing was arranged for the week after Easter.During the Easter Holidays a replacement from the Manchester Corporation scrapyard was fitted,and late night vigils kept to ensure the bus was not damaged again before her move.

Thus,on the Sunday after Easter,a hired towing lorry arrived to take 1344 to Stockport.The tow was uneventful,and 1344 was hauled up a steep grass bank alongside the dairy and parked on a flat piece of ground which was to be her new home.

However,this site was doomed from the first day.A gentleman,whose house backed onto the dairy,told the MTPS in no uncertain terms,that he wasn't looking out of his window at a bus,and was going to see his local counsillor about getting it moved.Subsequently Martin Ford,the MTPS chairman,was told by the local cousel that he couldn't keep the bus at the dairy as it was too near housing,and was given an ultimatum to move her.He managed to obtain three weeks grace to find a new site,and frantic searching for a better site began.

When a site had originally been sought just after the bus was acquired Mr.H.Taylor,General Manager of Oldham Corporation said he would normally have been prepared to keep 1344,but at that time he was having trouble with many of Oldham's buses being ordered off the road by the Ministry of Transport,and with their having to borrow vehicles,had not sufficient room.As the position had now eased Oldham Corp.were again contacted and notified of the difficult situation,and Mr.Taylor kindly agreed to allow the bus to be stored temporarily in his depot.Very pleased that the bus now had a really safe home,plans were made formove number three.The tow was arranged just four weeks after her arrival at Hazel Grove,and the same lorry which had towed 1344 there,returned to remove her.It was found

that a nearside lower deck window had been broken by a stone - from the direction of throw apparently by the complaining neighbour, though, of course, this could not be proved. Thus the broken window was covered with a Society sign, and 1344 towed backwards off the grass bank by chain, damaging the rear panel slightly, and manouvered into position on battery in the dairy yard ready for the run to Oldham.

Passing Hyde Road Garage 1344 was beneath trolleybus wires again, but these were soon left as she swung into Oldham Road in Manchester Centre. As she turned into Oldham shopping centre a local newspaper photographer was ready with his camera, and her picture appeared in the following edition of "Oldham Evening News" Thus 1344 arrived safely at Oldham's depot, and was reversed into position alongside a line of Corporation buses awaiting maintenance - the MTPS feeling really proud that, at last, she had a safe, covered home.

1344 IS REPAINTED, ANOTHER MEMBER JOINS THE MTPS COMMITTEE, 1344's LAST MANCHESTER RUN - Don't miss next month's issue.

FURTHER NOTES ON ROTHERHAM TROLLEYBUSES - D.Tummon.

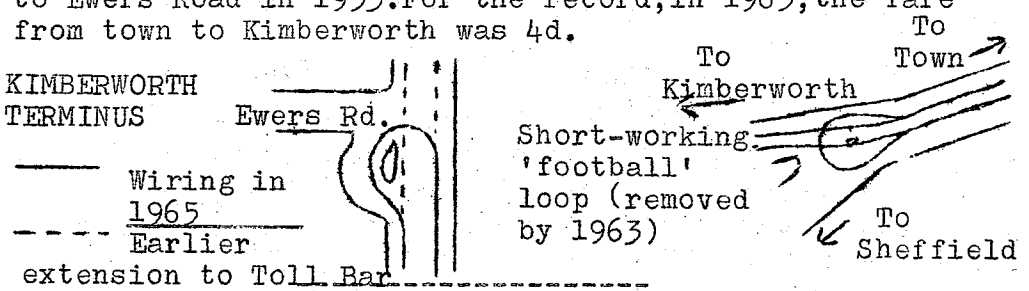
The Greasborough route finished in 1951, and it is interesting to note that the Corporation has recently applied to cease diesel bus operations on this route. The Templeborough route ran on the same road as the last Rotherham trams, and ceased at the same time, 13th. December 1949. Trolleybuses operated through, mainly at peak hours, to various other termini. The Maltby and Bramley routes were converted in 1954. It was particularly on this route that Rotherham's reputation of the country's fastest trolleybus service was earned. After 1954 trolleys continued to operate on part of the Maltby route to Brecks Lane and Wickersley, until 1963. Our no.37 also has BROOM on the blinds, and this would seem to be a short-working on this route (any information would be appreciated).

BBF2, first edition, refers to a service to Worry Goose Lane being closed in 1951. I have found no more information, and again would appreciate details of this.

Rotherham also operated joint services with Mexborough and Swinton to Mexborough and Conisborough Low. The former, in later years, terminated on a short spur on Adwick Road. The latter was in Brooke Square below Conisborough Castle (1177) and near the main Doncaster-Sheffield road. Apparently the Rotherham 30ft. vehicles always had to reverse in negotiating this tight circle (except one-while left blue paint on a traction pole to prove it!). Both routes closed 1961.

Town Centre. By 1965 Bridgegate was disused - it was merely an emergency wire if trolleys had to turn back to Kimberworth.

KIMBERWORTH RTE.6. The town stop was just above point 'g' on the map, on Corporation Street. The trolleys went to the top of Corporation Street, turned right and right again at the traffic lights. They then crossed both LNER and LMS Railways. On the Kimberworth side of the latter there was, I believe, a turning circle for short workings and extras, probably for the nearby Rotherham Football Ground. Here the trolleys took the right fork, and continued striaght up the hill to the Ewers Road terminus, where trolleys swung into a lay-by on the left and both loaded and unloaded here. From here the road narrowed, and for a time trolleys continued past to Toll Bar, until pruned to Ewers Road in 1953. For the record, in 1965, the fare from town to Kimberworth was 4d.



On the other side of town rte. 6 continued to Thrybergh (Park Lane), with services 5(Pumping Station) and 49(Silverwood) being spurs from this. Silverwood especially, must have been about the most attractive trolley route in the country, and a further account and maps will appear next month.

A word about this month's insertions.We hope you will enjoy the promised North Western fleet list.Also enclosed are an amended sales list,with some new features, and details of our new sales line - model trolleybuses. Many people have already expressed great interest in these,and orders have been promised - why not build up your own system,and help Society funds at the same time? Finally we enclose an advertisement from a collector's magazine - we have entered into an agreement with this publication that we receive a refund towards Society funds for anyone taking out a subscription with the form enclosed - anyway we'll leave this up to you. Many thanks again for all your help in the raffle,and for your continuing interest in our activities,don't worry if a double-deck PD1 pulls up to your door in the near future,it will mean you have helped us raise sufficient to get 231 on the road again.

Right-what else is there,ah yes! just a brief note from the Sales Department:-

SALES DEPT.NOTE : Tickets have come from far and near this month,and we wish to thank all members(and non-members) who have made these donations."Donation of the Month" was made by Paul Beardsley,who casually came to 37 with about 3,000 tickets,of these over 1,000 were 'mint' Doncaster BellPunch!Paul also donated some 200 stamps - but remember,every one helps.

Eric Wilson Paul Fox.

Next month all the trolleybus articles will be continued,and there will also be a story by a London member on Bournemouth trolleybuses.We do,however,need one or two motorbus articles for part one of the magazine - how's about telling us of your favourite bus or operator.Oh,and by the way,if you want a really good photo of Sheffield Transport's single-deckers be at Central Bus Station at 07.30 a.m. on Wednesday June 5th.when no less than eleven will be lined up for the annual STD Children's outing,including the Greenland 'colliery buses'.

Best Wishes,

D.E.Vickers
Secretary

R.Banks
Editor

M.Q.Craig
Treasurer